(c) Assistance given to Gujarat under ARWSP during the last three years is as under:--

Year	Central Assistance (Rs. in crore
1934-85	7.77
1985-86	8.52
1986-87	17.37

(d) Under ARWSP, a sum of Rs. 5.48 crores is likely to be given as Central assistance during 1st September, 1987 to 31st March, 1988. The Central assistance for the period from 1st April, 1988 to 31st December, 1988 will depend upon the allocation of funds for 1988-89.

(e) Yes, Sir.

(f) The following amounts have been released on 21st August, 1987 as ways and means advance to State Governments for emergent measures to tackle the situation created due to drought of drinking water in the rural and urban sectors for utilisation in drought affected villages/ towns:-

Sl.No.	Name of the State	Amount released (Rs. in crores)		
		Rural	Urban	Total
1	Rajasthan	13.00	8.00	21.00
2	Gujarat	8.00	3.00	11.00
3	Madhya Pradesh	4.00	2.00	6.00
4	Utlar Pradesh	3.00	2.00	5.00
5	Haryana	2.00	1.00	3.00
6	Punjab	1.50	0.50	2.00
7	Maharashtra	2.00	Nil	2.00
8	Orissa	1.40	Nil	1.40
9	Tamil Nadu	1.50	2.50	4.00
	Total for 9 States	36.40	19.00	55.40

In addition to this amount a sum of Rs. 13.38 crores has been approved for purchase of drilling rigs and other accessories to 13 States. Gujarat has been given Rs. 1.60 crores out of this amount.

Ship Breaking Industry in Gujarat

4198. SHRI RAMSINGHBHAI PATALIYABHAI RATHVAKOLI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that ship breaking industry is in forefront in Gujarat;

(b) how many such ship breaking industries exist at present in Gujarat and the details thereof and how many were in 1981 and 1985;

(c) how many ships have come in each industry for ship breaking in each of the years during 1st January, 1984 to 31st July, 1987;

(d) what assistance, facilities and other help are being given to this industry; and

(e) whether any representation and memorandum have been received from

31st July, 1987 regarding various issues of the industry and if so, the details thereof and the action taken in the matter?

THE MINISTER OF STEEL AND MINES (SHRI M. L. FOTEDAR): (a) With the development of Alang as a shipbreaking yard in 1983, Gujarat has emerged as the leading state in shipbreaking industry.

(b) Shipbreaking in Gujarat takes place at two sites, namely, Alang and Sachana. At present there are 63 and 11 shipbreaking units at Alang and Sachana respectively. While in 1985 these were 55 and 11 and in 1981 these were 0 and 4.

(c) Number of ships supplied to units located at Alang and Sachana from 1984 to 1987 (till-date) is given below:—

Year	Alang	Sachana
1984 . . .	46	10
1985 . . .	59	13
1986 . . .	47	7
1987 (till-date) . . .	34	10

(d) The following kind of assistance is being provided to the industry for the present:

(i) Foreign Flag Vessels imported for demolition are given to shipbreaking units by allotment, rather than by auction, to ensure planned and long term growth of the industry.

(ii) Shipbreakng units are given interest subsidy from Development Fund Contribution of Ferrous Scrap Committee for procurement of equipments like cranes, winches etc. which are needed for shipbreaking.

(iii) Nodal Agencies for development of shipbreaking industry in the States are also eligible for grant of loans at concessional rates of interest for development of infrastructure facilities for shipbreaking.

(e) The Iron and Steel Scrap Association of India (ISSAI), the representative body of shipbreakers, have represented for increased tonnage for breaking, import of ships for units located at Bombay, carry-over of excess or shortage of entitlements to the next year, continuation of allotmet system for further five years, bifurcation of custom duty into Custom duty and CVD, stoppage of registration of new units at Bombay and Calcutta, reduction of MSTC's commission charges on import of ships, speedy import of ships as per the entitlements of various units, reduction of custom duty on import of ships.

Demands of the industry like carry-over of excess or shortage of entitlements to the next year, continuation of system of allotment of ships for further period of five years, bifurcation of custom duty and stoppage of registration of new units at Bombay and Calcutta have already been agreed to. Demands of the Asssociation for increased tonnage for breaking and import of ships for units located at Bombay have not been agreed to keeping in view of the demand and overall availability of bars and rods in the country. Other demands of the association have arisen recently due to lesser availability of ships for scrapping in the international market and increase in their price. These demands are being examined.

Ownership Right to occupants/ Allottees of DDA Slum Quarters

4199. SHRI KAPIL VERMA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Delhi Development Authority (Slums) had invited applications in 1984 from the allottees/occupants who were residing in the DDA slums quarters/ flats for grant of ownership rights on licence fee basis;

(b) whether it was decided to charge liquidation cost equivalent to 20 years annual licence fees;